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Worldwide Report

LAW OF THE SEA

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16 July 1982

WORLDWIDE REPORT

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INTER-ASIAN AFFAIRS

KOREAN FISHERIES BODY WARNS JAPAN ON FISHING AGREEMENT

SK250036 Pyongyang KCNA in English 2232 GMT 24 Jun 82

[Text] Pyongyang, June 25 (KCNA) -- The general secretary of the Federation of East Sea Fisheries Cooperatives of Korea issued a talk on June 24 in connection with the expiration of the extended term of the tentative fishery agreement signed between the Federation of East Sea Fisheries Cooperatives of Korea and the Japan-Korea Fisheries Council on June 30. Follows the full text of the talk:

Thanks to the care shown by the Government of the Democratic People's Republic of Korea for the stability of the life of the poor fishermen of Japan, a tentative fishery agreement was signed on September 5, 1977, between the Federation of East Sea Fisheries Cooperatives of Korea and the Japan-Korea Fisheries Council, allowing the poor fishermen of Japan to catch fish free of charge in the economic waters outside the military boundary of our country. For nearly 6 years since then, thousands of fishing boats of the Japanese side have caught fish in the economic waters outside the military boundary of our country without the least inconvenience under the protection of the government of our republic. By a friendly step of the government of our republic desirous of good-neighbourly friendship between the peoples of Korea and Japan, the term of validity of the tentative fishery agreement has been extended twice and its extended term will expire on June 30.

In this connection, the organisation of the Japanese side, a signatory to the agreement, and personages concerned, have expressed on several occasions from last year their wish to have its term extended again.

Taking into consideration this wish of the Japanese side and the good neighbourly relations between the two peoples, our side has expressed all goodwill and generosity from March this year for an early solution of the problem of extending it.

But, due to the unfriendly step of the Japanese authorities, the desire of the relevant organisations and fishermen concerned of Japan has been ignored and our generous and sincere efforts have come to naught, and the term of validity of the tentative fishery agreement is expiring without so much as an agreement between personages concerned of the two sides to this end. Deeply regretting this, we hereby request the Japan-Korea Fisheries Council and the Dietmen's League for Promotion of Japan-Korea Friendship to take an appropriate step to withdraw all the Japanese fishing boats operating in the economic waters of our country by June 30 till a new agreement is reached between the two organisations.

In case a deplorable event occurs from illegal fishing operation in our economic waters after the expiration of the term of the tentative fishery agreement signed between the Federation of the East Sea Fisheries Cooperatives of Korea and the Japan-Korea Fisheries Council, the responsibility for it will entirely rest with the competent organs and organisations of Japan.

CSO: 5200/2089

INTER-ASIAN AFFAIRS

FISHING COUNCIL ORDERS JAPANESE BOATS FROM DPRK WATERS

Council Orders Departure

OW251055 Tokyo KYODO in English 1047 GMT 25 Jun 82

[Text] Tokyo, June 25, KYODO-- The Japan-North Korea Fishing Council, a private body of fishermen, Friday ordered all Japanese fishing boats operating in a 200-nautical-mile zone around North Korea to leave the area as soon as possible, council officials said.

This order was issued after North Korea announced Thursday that it would not permit Japanese fishery operations in the 200-mile zone from July 1, when the current Japan-North Korea private-level fishery agreement expires. About 300 Japanese cuttle fishing boats are operating in the zone at present and will have to leave the area by the end of June.

Hauls by Japanese fishing vessels in the zone were worth yen 5 billion (dollar 19.6 million) in 1981, a large drop from the yen 13 billion (dollar 50.9 million) recorded in 1980.

Sakurauchi on DPRK Fishing Talks

OW260524 Tokyo KYODO in English 0516 GMT 26 Jun 82

[Text] Tokyo, June 26, KYODO -- Foreign Minister Yoshio Sakurauchi indicated Saturday the government may admit a North Korean delegation, depending on its membership, to discuss extension of a private fishery agreement.

North Korea said Friday it would not allow Japanese fishermen to operate within its 200-mile economic zone on June 30 at the expiration of the present fishery accord.

Speaking at a meeting of the House of Representatives Budget Committee, the foreign minister said his office would discuss prudently the question of the visit of a North Korean delegation if it materializes. This was interpreted to mean the government would allow the North Korean delegation to visit Japan depending on who will be in the group.

North Korea said a new fishery agreement could not be concluded because of Japanese authorities' unfriendly stance toward the communist government.

CSO: 5200/2089

JAPANESE BOATS IN NEW ZEALAND ZONE UPSET LOCAL FISHERMEN

Agreement Extension Criticized

Auckland THE NEW ZEALAND HERALD in English 1 Jun 82 p 11

[Text]

Press Assn Wellington
Commercial fishermen are unhappy about last week's agreement which allows Japanese licensed boats to continue fishing in New Zealand waters until 1984.

"They have been allocated the same quota," said the secretary of the Commercial Fishermen's Association, Mr R. Polson. "September, 1984, is a long way away and we will be taking up the matter with the Government."

"These sorts of decisions are being taken, but they will not make decisions

about the domestic industry, which is developing at quite a steady pace.

"The Japanese have been given a better deal than any other country fishing in New Zealand's zone," Mr Polson said.

The secretary of the Seafood Processors Exporters' Association, Mr Ian Hamilton, said that the agreement was a political move to appease foreign nations.

"Letting the Japanese into the zone is like letting someone into your house without telling them how many rooms they are allowed to occupy."

Government Spokesman's Response

Wellington THE EVENING POST in English 2 Jun 82 p 27

[Text]

The bilateral fishing agreement with Japan laid down only the conditions under which licensed fishing was conducted, and did not guarantee any particular tonnage to Japan, the Acting Minister of Fisheries, Mr Talbot, said yesterday.

Mr Talbot was responding to criticism by the Federation of Commercial Fishermen of the extension of the agreement until late 1984.

"The federation is well aware that during the course of the existing agreement, which was signed in 1978, Japanese access to the prime species has been cut substantially," said Mr Talbot.

"These cuts have been made to increase the quantities of these profitable species available to co-operative ventures and domestic fishermen."

Mr Talbot added that when the extension of the

fisheries agreement was announced, it had been made clear that the Government had deliberately limited it to two years because the fishing industry was going through a period of development and "we wanted to keep our options open for accommodating its increasing needs."

- Commercial fishermen in Timaru want all foreign and joint-venture squid boats banned from fishing in the Canterbury Bight.

And they will ask the federation's conference in Picton this week to support moves to have the Bight reserved for New Zealand-owned fishing boats.

They claim in a remit that early season catches by the Japanese have a serious effect on the financial return for local fishermen during the latter part of the season.

The fishermen also say squid caught by the Japanese is smaller than that caught by local boats, and squid reserves could be seriously affected.

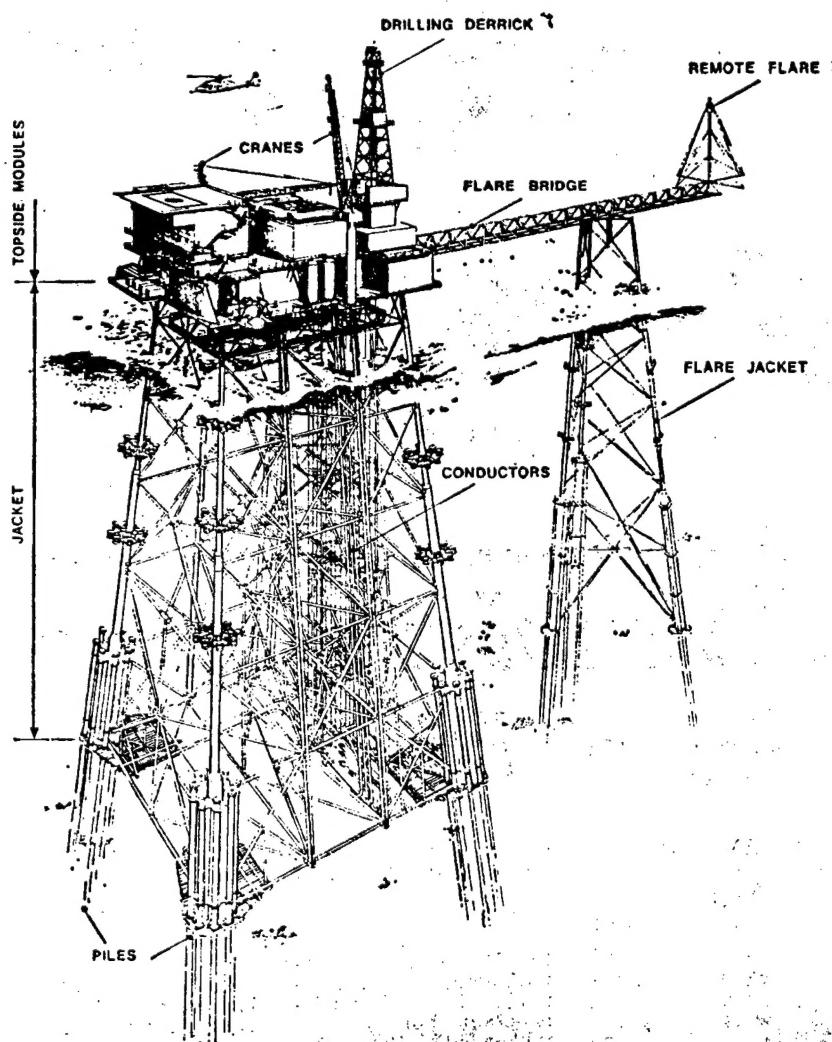
CSO: 5200/9095

AUSTRALIA

RECORD-SIZED JACKET, PLATFORM READY FOR NORTH WEST SHELF

Perth THE WEST AUSTRALIAN in English 20 May 82 News of the North p 14

[Text]



An artist's view of the North Rankin A jacket and platform which will be used on the NW Shelf.

ALL EYES around Dampier and Burrup will be directed seaward this weekend awaiting the arrival of the biggest single piece of equipment for the North West Shelf gas project, the 23,000-tonne North Rankin A jacket. The jacket was built at the Nippon Kokan shipyard in Tsu, Japan, and set off for Burrup in April. It is expected to arrive on Friday or Saturday and will be anchored in Mermaid Sound until weather conditions are right for the 12-hour tow to the site of the field, 130km off Dampier. There it will be slid from the 183-metre long

barge and when positioned will be flooded in a controlled way so it settles on the bottom in 12-metre deep water. The jacket is an eight-legged steel structure which will be held to the seabed by 32 piles each 154m long and 1.8m in diameter. It is one of the heaviest steel platform sub-structures to be built anywhere in the world and is about three times as heavy as any of the jackets installed in the Bass Strait field. It is designed to withstand cyclonic conditions with winds of up to 215-kmh and waves up to 23 metres high.

CSO: 5200/7543

UNDERSEA PIPELINE FROM NW SHELF GAS PROJECT BEGUN

Perth THE WEST AUSTRALIAN in English 31 May 82 p 4

[Article by Peter Alford]

[Text]

THE OFF-SHORE phase of the North-West Shelf natural gas development is now in full swing with the laying of the submarine pipeline from the Burrup Peninsula to the North Rankin field having begun.

Project construction work is running ahead of schedule and Woodside Offshore Petroleum officials hope to have the 135km pipeline finished in four months.

The pipe-laying barge ETPM 1601 began welding together lengths of pipe and laying them on the sea floor on Friday night.

The pipeline will carry gas and condensate from the North Rankin "A" platform to the gas-treatment plant at Withnell Bay, north of Dampier.

Woodside Offshore officials estimated in the weekend that the North-West Shelf joint venturers — Woodside Petroleum Ltd, BP Australia, California Asiatic Oil, Shell Australia and BHP — are now spending about \$2 million a day on the project.

Dispel

They were keen to dispel fears that target date extensions for the second stage of the project — delivery of liquefied natural gas (LNG) to Japanese customers — were a f-

fecting progress of the domestic gas stage.

The domestic gas phase — the State Energy Commission has contracted to buy 10.9 million cubic metres daily over 20 years, starting in 1984 — will cost \$2200 million at current estimates.

The North Rankin "A" jacket arrived in Mermaid Sound, off the peninsula, on May 22 and is being checked for possible damage during the trip from Japan and that equipment is in working order.

Woodside Offshore's assistant general manager (construction and production) Mr Ian Henderson, said that if all went well the jacket would be towed on its barge out to the field and secured in place within a week.

It is expected that accommodation, drilling and substructure modules, a helipad and a flare tower will be delivered and ready secured to the form by mid-September.

The modules are being built at Jervoise

Bay, Geraldton and Singapore and the flare tower is under construction in Adelaide.

Mr Henderson said that if significant delays could be avoided he hoped to have the drill rig operational by March next year — well ahead of the October 1983 date in the project's "master schedule".

The North Rankin "A" platform will have the capacity for 34 wells.

Seven will be need in operation to fulfil the first-stage requirements.

Meanwhile, the pipeline is being laid on the sea floor alongside the route of the trench that will hold it.

An undersea plough will then dig the trench and lay the pipe in it.

The rock-dumping vessel "Rocky Giant" will cover the pipeline with rock to a distance of 23km from shore.

This covering will protect the pipeline from dragging anchors and from movement caused by cyclone surge waves.

FISHERMEN TO ASK GOVERNMENT FOR BAN ON JAPANESE TUNA BOATS

Canberra THE WEEKEND AUSTRALIAN in English 22-23 May 82 p 6

[Article by Fia Cumming]

[Text] THE Fishing Industry Council will ask the Federal Government to ban Japanese fishing in Australian waters because the industry's staple, the southern bluefin tuna, is threatened.

The council's executive meeting last week decided to press for the removal of all Japanese fishing vessels from the new fishing year, beginning on November 1, to save the \$15 million local industry.

This follows a CSIRO Division of Fisheries report which concluded the bluefin tuna could suffer a "population crash" unless the catch was immediately reduced.

The council's national executive officer, Mr Stephen Carney, said yesterday the Government would now have to decide between the Japanese and the Australian industries.

"We appreciate the Government is in a delicate position and does not wish to upset its Japanese trading partners, but that is their problem," Mr Carney said.

At present, there are no restrictions on bluefin tuna fishing, and the catch this year from Australian boats, Japanese long-line trawlers and New Zealanders could be 50,000 tonnes.

Scientists believe the sustainable catch limit is only 26,000 to 28,000 tonnes.

INVESTED

Mr Carney said the Australian tuna catch, 11,000 tonnes two years ago, was now 23,000 tonnes, and the industry had recently invested heavily in trawlers.

"That doesn't leave any room for the Japanese, and it means the Australian industry itself will have to manage and control its catch in future years," Mr Carney said.

The CSIRO report said the tuna spawning stock was more than halved by over-fishing between 1967 and 1974, and was now below the level where the fish population could maintain itself.

Catch-weight quotas should immediately be imposed for each State with large blue-fin tuna industries — Western Australia, South Australia and NSW.

But one of the scientists, Dr Garth Murphy, said perhaps only an international committee to introduce and enforce catch limits could ensure quotas were followed.

The CSIRO researchers said the Australian catch this year would not affect spawning stock until 1983-84, and the effect on fishable stock could not be estimated for another seven years.

The director of the NSW State Fisheries, Dr Donald Francois, said the CSIRO scientists were "alarmists," and the fish population would gradually decline rather than collapse.

"The only crash will be when the fisherman can't make enough money. It will be an economic crash rather than a population crash," he said.

CSO: 5200/7543

AUSTRALIA

NEW DRILLING TO BE STARTED OFF TASMANIAN COAST

Sydney THE SYDNEY MORNING HERALD in English 18 May 82 p 13

[Article by J. N. Pierce]

[Text] A well to be spudded off Tasmania's inhospitable West Coast late next month will mark the return of one oil explorer after an eight-year absence and the beginning of an ambitious petroleum search career by another.

The returning explorer is Standard Oil Co (Indiana) subsidiary, Amoco Australia Petroleum Co, which has not carried out any Australian exploration since 1974.

The new explorer is the glass container and packaging group, Australian Consolidated Industries Ltd, which has set its sights on placing about one-quarter of its assets in the energy and resources industry during the 1980s.

The well will be known as Cape Sorell No 1, taking its name from the southern headland of deeply indented Macquarie Harbour on which the small mining port of Strahan stands.

The well will be drilled by Diamond M Epoch, a semi-submersible drilling rig whose last overseas assignment was off the coast of Argentina.

The rig is under long term contract to Phillips Petroleum for its programs in the Otway and Gippsland Basins but in the meantime is being farmed out to other groups. Its first Australian activity has been the Pisces 1 well in Gippsland Basin for the group headed by Union Texas.

Cape Sorell No 1 is expected to be spudded between June 21 and June 30 about 13 kilometres northwest of Cape Sorell lighthouse. It will have a target depth of about 3660 metres.

Amoco and ACI will each have a 25 per cent participating interest in the well, which is in the Tasmanian permit area, T/12P. Amoco will be the operator.

The other participants are Tasman Oil Inc--a subsidiary to Fluor Corporation of the US--with 40 per cent, and Anschutz Overseas Corporation, with 10 per cent.

CSO: 5200/7543

AUSTRALIA

BRIEFS

BASS STRAIT ACTIVITY--A \$240 million search for oil in Bass Strait has begun with the spudding of the Hammerhead No 1 well. Shell Development is operator on behalf of Shell, 40 per cent, News Corp 20 per cent, TNT 20 per cent, Crusader 15 per cent, and Mincorp 5 per cent. The well is the first to be spudded in permit areas relinquished by BHP-Esso in last year's licensing round. The target at Hammerhead is a trap lying in the Rosedale fault system, at a depth of 121m. Expected total depth of the well is 2100m. Shell Development hopes oil within the Gippsland Basin has migrated to the boundary fault and has been trapped. [Text] [Canberra THE AUSTRALIAN in English 18 May 82 p 40]

NEW SHELF WELL PROGRESS--Woodside Petroleum Ltd reported that the North Scott Reef No. 1 well being drilled on the North-West Shelf was at a plugged back depth of 4391m. During the week a 18cm liner was run in preparation for production testing. Participants in the well were: Woodside 50 per cent, BP Petroleum Development Australia Pty Ltd and California Asiatic Oil Company each 16.67 per cent and Shell Development (Australia) Pty Ltd and Hematite Petroleum Pty Ltd each 8.33 per cent. [Text] [Perth THE WEST AUSTRALIAN in English 19 May 82 p 76]

FISH 'DUMPING' ISSUE--Sydney: NSW fishermen are threatening to blockade Sydney Harbour in protest at what they say is the dumping of cheap New Zealand fish in Australia. The trawermen want the Federal Government to act to stop imports of cheap fish. "Fishermen are reaching their breaking point," said Mr Terry Curtin, executive officer of the NSW Professional Fish Trawler Owners' Association. "They are going broke. The Government has known about the problem for almost a year and still nothing has been done." Mr Curtin said there was strong support at a recent meeting of trawler owners for a harbour blockade. "They are determined to take some direct action if there is no satisfactory Government proposal within a week or two," he said. "One proposal was to dump two tonnes of fish on the steps of Parliament House in Canberra." Mr Curtin said large volumes of cheap NZ fish were flooding the Australian market. Imports of whole fish and fillets had jumped from 21,000 tonnes in 1978-79 to 32,860 tonnes in 1980-81. A large part of the increase was NZ fish caught by joint NZ-Russian operations. Fish prices on the Sydney market had fallen an average of 4 per cent last year. At the same time, trawler operators' costs had risen dramatically. [Text] [Perth THE WEST AUSTRALIAN in English 19 May 82 p 52]

QUEENSLAND OVER-FISHING--You cannot find the kind of seafood you dearly love, in the quality and quantity you want, and at a reasonable price--right? Join the club.

A million or more Queenslanders are already members, including a lot, perhaps the majority, of commercial fishermen. In the not very long term, the situation could become even less palatable. Unless the fishing industry gets its act together, one day there'll be little or no seafood left in Queensland waters to complain about. These waters are being too heavily fished. From the Gulf to the Tweed, professionals, amateurs and shamateurs are beginning to take more from the sea than nature can replace. That is the opinion of the Queensland Commercial Fishermen's Organisational chairman, Mr Dale Bryan. The Primary Industries Minister, Mr Ahern, agrees, and so do many competent fisheries scientists and administrators. Mr Bryan, 42, of Innisfail, a master fisherman, likens the situation to that of a cattleman who allows his beasts to overgraze a paddock, not just to the point of cropping the grass to ground level but to pulling up the roots and eating them as well. He agrees he has a political purpose in what he says, but no, he is not sounding a false alarm: the situation is as he says it is. Someone, he says, has to wake the state, more particularly his organisation's 2760 members and all in the fish catching, processing and marketing industry, to the facts. Mr Bryan says that, paradoxically, an industry which is often and with justification described as inefficient is, in fact, too efficient. [Excerpt] [Brisbane THE COURIER-MAIL in English 24 May 82 p 5]

OIL SLICK FROM SINKING--The 8500 tonne cargo ship Kyoten Maru has sunk in the Coral Sea two days after it was shipwrecked on Lihou Reef, 360 nautical miles east of Cairns. The ship sank yesterday afternoon, leaving an oil slick, 40 large containers, one life boat and two life rafts floating near the reef, the Australian Coastal Surveillance Centre said last night. It was believed the Kyoten Maru carried 500 tonnes of oil. A civil aircraft chartered by the Transport Department reported the sinking. A RAAF Orion surveillance plane was sent to fly over the area late yesterday. It confirmed the sinking and reported that there were no other ships within 60 nautical miles of the area. The RAAF plane also confirmed that there was an oil slick and large containers floating near the reef where the ship had been. The Kyoten Maru was on its way from Sydney to Port Moresby when it hit the reef at 7.30 p.m. on Tuesday. Its crew of 24 were taken off by the 25,000 tonne British container ship Arafura on Wednesday morning. The main concern now is the oil slick. Its size was not known late last night, but part of it had been broken up by waves in the area, a Surveillance Centre spokesman said. The navigational aid vessel Lumen left Cairns yesterday with an oil pollution expert and some equipment to fight the slick. It also was carrying some salvage equipment. The Lumen was expected to arrive at the reef this morning. Surveillance aircraft will continue to monitor the movements of the oil slick. [Text] [Brisbane THE COURIER-MAIL in English 28 May 82 p 3]

CSO: 5200/7545

DEFENSE MINISTER SPEAKS ON NEED FOR COAST GUARD

Bombay THE TIMES OF INDIA in English 6 Jun 82 p 3

[Text] BOMBAY, June 5--The government of India has accorded high priority to the rapid augmentation of the Coast Guard Force for protecting our sea-bed resources and offshore assets from enemy threats, according to the defence minister, Mr. R. V. Venkataraman.

Speaking at the launching of the second offshore patrol vessel, "Vijaya", at the Mazagon Dock here today, Mr. Venkataraman said an outlay of Rs. 110 crores had been made for a five-year Coast Guard Development Plan under which the Coast Guard would be equipped with 24 patrol vessels.

Foreign Vessels

The first patrol vessel "Vikram", launched eight months ago, would be commissioned in June 1983 and "Vijaya" would join the Coast Guard by the end of 1983. One more patrol vessel would be built by the Mazagon Dock under the five-year plan.

Poaching by foreign vessels in Indian waters posed serious problem and the Coast Guard, with its limited forces, was hard put to apprehend the encroaching foreign trawlers. Mr. Venkataraman said.

The defence minister said that more was to be done to ensure effective patrolling of our waters. The Coast Guard should also start prosecutions under legal provisions to ensure India's Exclusive Economic Zone against offenders, he said.

Vice-admiral M. R. Schunker, director-general of the Coast Guard, said the para-military force under the ministry of defence, had to protect over 2 million square kilometres of sea and about 5,550 km-long coastline around the country. India had been accorded the status of "Pioneer" by the recently concluded UN Laws of the Sea Conference in sea mining, he added.

The director-general said the Coast Guard had apprehended 30 foreign fishing trawlers poaching in Indian maritime zone and legal actions had been initiated against them. With the expeditious implementation by the defence ministry and quicker execution of the project by the Mazagon Dock, the target force level of the Coast Guard, would be achieved in the planned time, vice-admiral Schunker said.

The managing director of Mazagon Dock, Mr. N. K. Sawnney, in his welcome address, said the launching of the second patrol vessel marked a step forward in achieving self-sufficiency in naval ship design and ship-building. The patrol vessels were specialised ships, fully designed by the Mazagon Dock.

He said the vessels were equipped with pollution control and fire fighting capacity and a deck and hangar for a ship-borne helicopter enhanced its versatility. He added that the Mazagon Dock was evolving a new design of more advanced version of these patrol vessels.

Sub Construction

He said that the shipyard was vigorously engaged in building Godavari class naval ships which are more sophisticated than the Leander class frigates, and civil works for the construction of submarines had begun.

The present indigenous content of products at Mazagon Dock was 71 per cent in patrol vessels and 60 per cent in Offshore platforms, according to Mr. Sawnney.

Earlier, Mrs. Anne Mary Schunker, wife of the director-general of the Coast Guard, christened the ship as "Vijaya" and after an invocation applied "kum-kum" to the stem of the ship. And in accordance with the tradition after breaking a coconut on the bow of the ship, she launched the vessel by pressing a button and "Vijaya" gracefully slid into the sea from the drydock.

Those present on the occasion included Mr. M. C. Sarin, secretary, defence production, and the FOC-in-C, western naval command, M. P. Awati.

CSO: 5200/7042

INDIA

BRIEFS

NAVY ARREST AUTHORITY--The Centre has authorised the commissioned officers of the Navy in addition to the coast guards under Section 9, sub-section (I) of the Maritime Zone of India Act to check illegal fishing by foreign vessels, reports UNI. [Text] [New Delhi PATRIOT in English 20 Jun 82 p 5]

CSO: 5200/7044

INDONESIA

BRIEFS

JAPANESE AID--Singapore, 17 Jun (ANTARA)--Japanese Foreign Minister Yoshio Sakurauchi has stated that Japan was prepared to help Indonesia in the exploitation of deep sea wealth. The statement was made by Minister Sakurauchi when he met his Indonesian counterpart, Minister Mochtar Kusumaatmaja, at the Hilton Hotel here Wednesday [16 June] The deep sea wealth issue emerged in bilateral of the Wawasan Nusantara archipelago concept in the last conference on the law of the sea. The time has come to explore the way for the development of the exploitation of sea wealth to support national development, according to Minister Mochtar. Indonesia, Mokhtar said, respects Japan for her support to the draft convention forwarded at the last conference on the law of the sea. [Text] [BK170855 Jakarta ANTARA in English 0715 GMT 17 Jun 82]

CSO: 5200/670

EXCLUSIVE FISHING ZONE MAY BE EXPANDED FOR LOCAL FLEET

Wellington THE EVENING POST in English 2 Jun 82 p 21

[Article by Karen Dabrowska]

[Text]

PICTON, Today. — There was still some room for the expansion of New Zealand fisheries, the Parliamentary Under-Secretary to the Minister of Agriculture and Fisheries, Mr Rex Austin, said today.

"But just how much more we can take out and for how long without destroying the fishery or somebody going broke is far from certain," Mr Austin said in his opening address to the 24th annual conference of the New Zealand Federation of Commercial Fishermen in Picton.

"Unless further research shows there are more fish out there than we think there are, or the ones nobody wants can be caught and marketed profitably, we have to face the fact that we have a surplus of catching capacity.

"In the few years since the exclusive economic zone was declared we have arrived at a balance — perhaps an uneasy one — of domestic New Zealand involvement, joint ventures and foreign licensed fishing.

"The Government is committed to getting as many New Zealanders as possible involved in fishing, and the ministry is considering extending the areas adjoining the territorial sea that are closed to foreign and joint venture boats.

Ability

"To achieve the extension of the closed areas, it must be established that the domestic fleet is reasonably capable of harvesting the fish," Mr Austin said.

The National Fisheries Management Advisory Committee has suggested fishermen supply the ministry with information required to determine whether this is the case.

Mr Austin emphasised that entering the deepwater fishery was not just a matter of training or having suitable vessels.

"Lifestyle and attitudes will play a large part.

"For instance, an American tuna boat commonly spends 12 weeks at sea, and some of our local fishermen might have to contemplate changes to their traditional way of operating if they are to compete successfully in the deeper waters," Mr Austin concluded.

CSO: 5200/9096

NEW ZEALAND

NEW OIL PROSPECTING LICENSE ISSUED FOR GREAT SOUTH BASIN

Christchurch THE PRESS in English 5 Jun 82 p 6

[Text]

PA Wellington

A new oil prospecting licence for the Great South Basin off Stewart Island has been approved by the Government.

The Minister of Energy (Mr Birch) said yesterday that drilling of at least two prospecting wells in the area was expected next year.

Negotiations for a suitable rig were still going on but at least two wells, costing about \$30 million each, were expected during the next three years.

The petroleum prospecting licence has been awarded to Hunt International petroleum Company N.Z., Ltd, its asso-

ciated companies of Impel N.Z., Ltd. and Placid Oil, Ltd, and Petroleum Corporation of N.Z. (Exploration), Ltd, on behalf of the Government.

The licence covers the same area of more than 59,000 square kilometres, as covered by a previous licence, and has been issued for up to five years.

The licence area is part of one of New Zealand's most prospective basins, the Great South Basin.

"The geology of the region is such that there is potential for a major discovery of petroleum," Mr Birch said.

"Of the six wells drilled in the basin in the 1970s, three had shows of hydrocarbons."

CSO: 5200/9096

PHILIPPINES

NEW INTERNATIONAL SEA LAW POSES PROBLEMS FOR PHILIPPINES

Manila BULLETIN TODAY in English 16 Jun 82 p 28

[Article by E. T. Suarez]

[Text] Solicitor General Estelito P. Mendoza said yesterday that the right of unimpeded passage enjoyed by foreign ships under the new international law of the sea poses problems for the Philippines and is contrary to its Constitution.

Mendoza, in an interview with newsmen during a program commemorating the 81st anniversary of the solicitor general's office, said the right of unimpeded passage is provided for by the Convention on the Law of the Sea approved by a United Nations conference in New York city recently.

He said the Philippines took part in the conference.

"Under this new law of the sea, even warships may pass through what the Philippines considers her internal waters, and thus create security problems for the country," Mendoza said.

He said the new law of the sea recognizes the archipelagic principle espoused by the Philippines, Indonesia and other archipelagic states. He said that under this principle, archipelagic waters belong to their respective states.

"But the same treaty made exceptions to the sovereign right of archipelagic states over their waters," Mendoza stressed.

One of these exceptions, Mendoza said, is the right of unimpeded passage by foreign vessels through the archipelagic waters.

Mendoza explained that under the Constitution, the waters around, between and connecting the islands of the archipelago, irrespective of their breadth and dimensions, form part of the internal waters of the Philippine archipelago.

Meanwhile, Mendoza said the existence of the solicitor general's office shows that even the government is subject to law and its actions may be challenged in court.

He said his office represents the government and its officials involving their official acts in court litigations. Considered the "biggest law office," it is manned by some 250 lawyers and support staff.

"This office is proof that the rule of law is observed in this country," Mendoza said.

CSO: 5200/5666

FISHERIES MINISTER INTERVIEWED ON MARITIME PROBLEMS

Colombo THE ISLAND in English 13 Jun 28 p 4

[Article by Ravindran Casinader]

[Text] Q: Why is it that Sri Lanka, an island surrounded by fish, continues to import canned fish?

A: It is because our output of fish at the moment is not sufficient to meet the demand. On the basis of 45 pounds per person per year we need about 300,000 tons to supply our people with the necessary fish protein. At the moment, production is around 190,000 tons. The balance 110,000 tons have to be imported to satisfy the demand. As such, we have to import dry fish and canned fish.

Q: Why is it that production has not increased sufficiently?

A. So far we have been dependent on coastal fisheries for which we have been using a small fleet, partly mechanised and partly unmechanised. However, we have now gone in for mechanisation on a large scale, in an effort to increase production. When we took over, out of a fleet of 22,000 craft only 7,000 were mechanised. As a result of our mechanisation policy more production is partly due to our inland fisheries production going up from 7,000 tons in 1977 to 15,000 tons this year.

We have increased production despite the setback caused by the cyclone in 1978 which damaged, completely, more than one-sixth of our fleet.

Q: Why is it that, despite your policy of mechanisation and increased production, fish prices are so high?

A: The prices are high because of several reasons. One is the inflationary trends in the country: the fisherman too has to meet his increasing cost of living. Then, there is the increase in demand for fish, caused partly by the tourist industry. I know one hotel in the south which is prepared to pay any amount to buy seer fish from the people. This hotel collects as much as 25 tons per week from the coastal areas and stocks them in ice storage in the area. We have also to take into account the fisherman's increasing costs of production. For instance, as a result of the price increase in electricity,

the ice factories increased the price of their ice sold to fishermen. To add to this prices of fishing equipment, such as boats, have gone up by as much as ten times.

Q: But still, with the increase in production that you talk about one would have expected better prices for the fish?

A: True. Production has been increased to 190,000 tons. But the maximum we can get from the coastal area is 255,000 tons. Three resource surveys that we have carried out also confirm this. That is the maximum we can get. Our seas are not as fertile as we think. That is because our fish are mainly the migratory type and that is seasonal. If the season fails, the fish may not come.

As for the demersal variety (Fish living at the bottom of the sea) our seas, unlike in the Bay of Bengal or around Maldives don't provide enough upsurge of nutrients. Our fish depend for their nutrients largely on the rivers flowing into the sea. But because of the lack of rail and the damming of rivers such as the Mahaveli Ganga even that source of nutrients is getting blocked up. Because of the Mahaveli project the eastern province may not have the same amount of fish as there used to be. That is why to compensate for that, we are stepping up inland fisheries in the Mahaveli region.

Q: Speaking of the eastern province, there have been complaints that the effluents from the Valachchenai Paper Factory have decimated the fish population in the Valachchenai lagoon. What action have you taken?

A: We had appointed a committee to investigate the matter. Some of the short-term measures recommended by the Committee, such as the cleaning up of drains, are being implemented. As a long-term measure, the committee had advised us to set up a processing plant to process the waster material of the factory. But the processing plant will cost about Rs. 150 million and we are looking for a source for funding.

Q: What do you feel about Cey-Nor?

A: Cey-Nor is actually a private organisation. We are helping Cey-Nor because it is an establishment which is contributing to our national development efforts to increase fish production.

Q: But aren't some of your officials directors of Cey-Nor?

A: My Secretary Mr. Anura Weeraratne happens to be Chairman of Cey-Nor by virtue of the office he holds in this Ministry. But that was the wish of they Cey-Nor benefactors, that the Secretary of the Fisheries Ministry should be the Chairman.

Q: There have been tears expressed in the north that the Government might close down Cey-Nor?

A: No, we will never close down Cey-Nor.

Q: There have been complaints of corruption, waste and mal-administration at Cey-Nor. What steps are you taking to rectify this?

A: There have been various allegations. My Secretary, who is the Chairman, has taken drastic measures. Now it is on a better footing especially after the retrenchment.

Q: Why is it that there has been tension in Mullaitivu and Mannar between native fishermen of those areas and migrant fishermen who go there?

A: There is now an awakening consciousness on the part of local fishermen that they have a right to fish resources in their own areas. That is the main reason why the local fishermen are now against migrant fishermen. Everywhere it is happening, not only in Tamil areas but also in Sinhala areas where sinhalese are objecting to sinhalese from other areas coming to fish there.

Q: But in respect of Mullaitiva and Manner, is it not due to the fact that houses have been allocated to migrant fishermen who don't belong to those areas?

A: No. In Mullaitivu, no houses have been allocated in Mannar to migrant fishermen?

Q: What about Mannar?

A: No.

Q: You mean no houses have been allocated in Mannar to migrant fishermen?

A: Well, you see, even among migrant fishermen you get a class of people who have become locals. They spend their lives mainly in those areas. It is very rarely that they get back to their native areas, if at all.

Q: Your ministry had spent a lot of money on subsidising boats. But boat-builders are said to be passing defective boats to local fishermen. What steps are you taking to prevent this?

A: We have taken steps to ensure that boats are made to certain specifications. There may be instances where these people have given bad boats. But when we receive complaints our engineers keep a strick check on the boatyards.

Q: Is it true that a good number of defaulters of bank loans given for boats are migrant fishermen who, having bought the boats, have decamped?

A: Migrant fishermen are not the only ones who have defaulted. There are certain areas where there are more defaulters than in other areas.

Q: What is the criterion used by the Fisheries Ministry in giving subsidies for fishing boats?

A: In the case of boats given to co-operatives we give a subsidy of 50 percent and in the case of private individuals and firms it is 35 percent.

Q: Who chooses as to who is to get these subsidies?

A: They must be recommended by the local fisheries officials, but if it is a co-operative there is no need for a recommendation.

Q: Is there any feasibility done with regard to individuals who will be receiving the loans, whether they are capable of repaying the loans?

A: It is the banks that give the loans, and they carry out a survey before they do that.

Q: But the banks may not be able to do a detailed study in all cases. Why doesn't your Ministry also do a feasibility survey before the loans are given?

A: As far as the fishermen are concerned, they have no other income other than from fishing. So the banks only have to see whether the fishermen are capable of fishing.

Q: Is it absolutely essential for one to be a fisherman?

A: No, it is not necessary. The subsidy is based on a policy of primarily, giving an incentive to any one who likes to fish, and secondly, to give fishermen a helping hand.

Q: Don't you think that if the loans are given to people who are not fishermen they might be misused?

A: The loans are meant for people who need large boats for deep sea fishing. The poor fisherman cannot afford to buy a boat for even Rs. 5,000. In the case of the self-employment scheme, the fisherman gets 35 percent and the banks give 57 percent. The fisherman will have to pay 8 percent.

Even 8 percent of Rs. 5,000 is a big amount for a fisherman. So it is to ensure that deep sea fishing is done that we give these loans also to those who are not fishermen.

Q: There have been allegations that there was undue delay in the handing over boats to the Devinuwera electorate.

Have you any comments?

A: There was no delay in the handing over of boats. Only in the case of co-operatives we were unable to give any boats to any place because there was a problem of bank loans being not available.

Q: Why were the bank loans not available?

A: Earlier these boats were given from monies from the Treasury, on an Advance Account. This scheme was stopped and taken over by the banks. The banks then took time to plan the loan scheme...

Q: The Finance Minister is reported to have said that the Fisheries Ministry was holding up the issue of the boats.

A: That's a misunderstanding. We are not holding up the issue of boats. It is the banks that hold up the issue of boats.

Q: While the Fisheries Ministry is going ahead with the intensified mechanisation programme, why is it that the local fishermen have not been given adequate training on the new technology?

A: We are training the youth who are taking to fishing. As far as the traditional fishermen are concerned, we are finding it difficult to persuade them to learn the new methods.

in fact the Norwegian research vessel 'Dr. Fiordoft Nansen' has advised us that our fishermen must adopt methods such as long-line fishing.

We are teaching our fishermen this new type of technology.

Q: Fishing vessels from Taiwan and Japan poach in our waters. But why is it that we have not been successful in terms of foreign collaboration for fishing projects?

A: I think that is the very reason why we have not been successful. Poaching goes on unabated. They prefer to poach and take away our fish than be engaged in foreign collaboration in which case they would have to give us our share.

We have been trying to have joint ventures in deep sea fishing with various countries such as Korea and Japan, but have not been successful.

Q: Sri Lanka has been faced with the recurring problem of Indian fishing trawlers intruding into Sri Lanka's territorial waters and damaging fishing gear of local fisherman. What action are you taking to prevent this?

A: That's a mutual problem.

Their people cross the border and our people too cross the border. One cannot say which party is the aggressor, because the area dividing the two territorial waters is a narrow strip. It is only an imaginary line.

We are trying at official level to iron out these problems.

Q: You have also said that you would like to negotiate with the Indian government to reclaim the rich fishing grounds of the Wadge Bank which Sri Lanka had conceded to India when the problem with regard to the Kachchetivu Island was resolved in 1976. How has India responded to your proposal?

A: So far there has been no response.

Q: Why was the decision made to shift the Bay of Bengal headquarters from Madras to Colombo.

A: This decision was taken by the Bay of Bengal Conference held here last year. Even the FAO had thought it fit that the TUNA Secretariat be set up in Colombo.

Since Sri Lanka is surrounded by fish, the member states of the Bay of Bengal Conference must have thought that the Headquarters should be shifted to Sri Lanka for a change.

Q: Why is it the Headquarters has still not been set up in Colombo?

A: The FAO has to do it. But India has been protesting against the decision.

Q: On what grounds has India protested?

A: That it has been in Madras all the time. But India was not present at the time the decision was taken at the Conference.

Q: Why did they not participate at the Conference?

A: They said they had other commitments.

Q: Do you think they were trying to boycott the Conference?

A: I don't think so. I checked up with the Indian High Commission. They said their delegates had certain commitments. I think their elections was going on.

Q: How has Sri Lanka responded to India's protest?

A: We see no reason why the Headquarters should not be shifted. The decision of the conference committee should go through.

Otherwise it will be undemocratic. We anyway don't want to make a big issue about it with India. After all we are friendly countries. And I am sure India will not stand in our way.

CSO: 5200/5666

POLAND

NATIONAL INTERESTS, RIGHTS IN LAW OF SEA DECLARED

Warsaw TRYBUNA LUDU in Polish 7 Jun 82 p 6

[Article by Zbigniew Lesnikowski: "Law of the Sea Convention--End of the Great Debate"]

[Text] There has been no longer nor more arduous debate in the history of the ONZ [United Nations Organization]. From the first session in Caracas in 1974, through the last recently concluded session in New York, there was no let-up in disputes and stormy discussions. When the verdict was at last announced at the conclusion of the 11th session of the 3rd Law of the Sea Conference, participants heaved a sigh of relief. Their efforts had not been in vain.

After 8 years of negotiations a Law of the Sea Convention was finally adopted, together with a whole packet of accompanying appendices and resolutions.

Unfortunately, it was not possible to attain this via consensus or agreement by all conference participants. There were 130 countries for the plan, 4 against (the U.S.A., Israel, Venezuela and Turkey), while 17 States abstained from voting. Poland and other socialist countries were among the abstainees, except for Romania, Vietnam and Cuba which supported the Convention just like the "Group of 77" that already de facto numbers more than 120 Third World countries.

The main reason why some socialist countries abstained from voting was their reservations as to certain provisions that discriminated against them. These pertained to so-called pioneering investors in the exploitation of the ocean bed.

It was established that in addition to four countries: USSR, India, Japan and France, four international private corporations will also have the right of priority in conducting research and exploiting undersea resources--each with a substantial share of American capital. We regarded such a resolution as unjust, however, this does not mean that the countries that refrained from voting (in addition to those named above, they include Belgium, Federal Republic of Germany, Great Britain, Holland, Italy, Luxembourg, Spain and Thailand) will not sign or ratify the Convention.

The formal signing will most likely take place in September of this year in Caracas but the Convention will not become effective until 12 months after the date on which the sixtieth ratification document is filed. Before that happens, a preparatory subcommittee will be appointed. It will define the final form of future international institutions that will be monitoring the implementation of the Convention's provisions, namely, the Ocean Bed Organization with headquarters in Jamaica, and the Sea Rights Tribunal with headquarters in Hamburg.

Let us return, however, to the Convention itself and its accompanying documents. It is truly a universal, unified code that in about 300 articles contains all of the principles and standards of contemporary ocean law. There is talk in it about many unregulated matters in the future, which among others, pertain to exploitation of the ocean bed, the freedom of navigation (including the unrestrained transit of straits by ships and planes, the continental shelf, the study and preservation of the maritime environment, fishing and the conservation of biological resources. In a word, everything pertaining to any kind of activity associated with the sea that could have an overly significant meaning for the development of the global economy, international transportation and trade.

With so wide a range of fixed rules and the natural conflict of interests on the part of individual countries, it is no wonder that the 3rd International Law of the Sea Conference dragged on as long as it did and that it required so many compromises. Let us consider that for the first time in history this concerned the definition of rights and responsibilities associated with the sea of more than 150 very different countries. Socialist, capitalist, economically developed and developing countries, large and small, rich and poor, those that live almost exclusively off of the sea, and those which in general have no access to the sea. It is hard to believe that with such a variety of attitudes and views it was, however, possible to formulate, and by a huge majority to adopt a broad, almost 200-page code containing more provisions than the output of the 1st and 2nd Law of the Sea Conferences, in other words, the output of negotiations which have taken place since 1958.

If observers of the New York session talk about the enormous significance of the adopted documents and compare it to the United Nation's Charter and the Universal Declaration of the Rights of Man, and if UN Secretary General Javier Perez de Cuellar calls this Convention "a cornerstone on the road to building a better world"--then the bombast contained in those words seems to be fully justified.

To be sure, much depends on when the Convention becomes effective and on whether its provisions will be universally observed. The lack of consensus at its adoption is also disturbing, particularly the votes against the Convention, which could imply that certain countries will not be bound by its provisions. So is the fact that after numerous efforts to torpedo the output of the 3rd Conference, the United States, though having resigned from some of its demands continues to regard the documents accepted over its opposition, as not protecting parochial American interests. This obstructionist

stand by the current USA administration, particularly with reference to the principles of exploiting sea resources that are recognized as the "common legacy of mankind" can in the future complicate implementation of the convention's rules, although it is conceivable that that stand could still be changed.

From the opinions expressed by members of our delegation about the New York session, it appears that Poland sees many more pluses than minuses in the Convention. Thus, although not all of Poland's interests were safeguarded, and we even regarded some of the rules as discriminatory, nonetheless Poland did not vote against adoption of the final documents. We recognized that international security, peace and the elimination of possible claims and conflicts--for which the seas and oceans could become an arena if the Convention was not adopted--are more important than even the best motivated economic interests of individual countries.

Thus, for example, not all of the Convention rules in the area of deep-sea fishing are favorable for us. The inland Baltic is a small half-closed sea thus we are interested in access to the economic zones of other coastal countries. Meanwhile, the Convention proclaims that the maximum width of a territorial sea cannot exceed 12 sea miles (1 mile = 1852 m), and the width of an economic zone--200 miles. In practice, this means that in the aggregate, economic zones encompass about 40 percent of ocean areas, in which the richest fishing grounds are to be found, and from which nearly 90 percent of all fishing is derived.

Our traditional fishing rights have been restricted more and more over the years, and the only consolation is that in accordance with Convention rules, a sea-shore country which itself is unable to take advantage of the fishing limits should permit access to fishing by fleets of other nations. Thus we have every right to request fishing concessions and undoubtedly will be taking advantage of that right.

It is worth noting that if it were not for Convention provisions, the difficulties in distant fishing grounds would be substantially greater. From this standpoint as well as with respect to navigational freedom, the Convention establishes some restraint on excessive attempts by some countries to expand the zone of waters under their exclusive jurisdiction. Although we are unable to establish a 200-mile economic zone in the Baltic in view of its dimensions, then nonetheless as an "unfavorably geographically located country", in accordance with the spirit of the Convention, we gain certain additional advantages that increase our opportunities for deep-sea fishing.

Finally, our navigational interests. They were guaranteed by the Convention's strongly emphasized principle of the freedom of navigation. This is extremely important for us. Not just because we have a large merchant fleet. Any disturbance of the freedom of navigation would have disastrous consequences for international trade, and that in turn could also reflect itself negatively on our economy. From that point of view, Convention provisions relative to freedom of navigation ring most positively in Polish ears.

10433
CSO: 5200/3002

INTER-ARAB AFFAIRS

BRIEFS

RED SEA MINERALS--Khartoum, June 18, (SUNA)--Energy and Mining State Minister Yousif Suleiman arrived Wednesday from France after attending the meetings of the Red Sea Mineral prospection coordinating committee that convened in Paris June 7-11. The meeting discussed results of exploration works that confirmed the availability of tengesten, gold, cooper, Zinc and silver. Prospection for tengesten and gold will begin in the next two years. Another relevant programme will be carried out next October. The prospection plan which aims at utilizing the Red Sea minerals costs \$10 million and is a joint venture between Sudan, France and Saudi Arabia. [Text] [Khartoum SUNA in English No 4160, 18 Jun 82 p 1]

CSO: 5100/5010

LAW OF SEA TREATY DENOUNCED AS SUPERPOWER COLONIALISM

Tehran KAYHAN INTERNATIONAL in English 19 Jun 82 p 3

[Text]

The Law of the Sea Treaty (LST) was finally signed after nine years of intense diplomacy and international bargaining on April 30. One hundred and thirty countries voted for it, 17 (including Russia, Britain and West Germany) abstained and four (U.S., Israel, Venezuela and Turkey) voted against. In naked self-interest the Americans continued to demand until the last minute, the introduction of major changes in the draft treaty, which is a complex convention of 320 articles and nine annexes in 180 pages. Last minute concessions offered by the 160 State conference guaranteed U.S. mining companies and the so-called 'pioneer States' access to eight mining sites on the ocean floor. Even this did not soften the U.S. stand, which demands complete freedom to exploit deep sea riches.

The problem started in March 1981, when after eight years of delicate diplomacy the LST was about to be signed in New York. The incoming Reagan administration, under pressure from the U.S. mining interests, expressed 'serious doubts' about certain parts of the LST and insisted that the whole issue be 're-examined'.

Reagan sacked half of the U.S. delegation to the Law of the Sea conference, and appointed the chief lobbyist of the American mining corporations as the deputy chairman of the U.S. delegation to the conference. Reagan is deeply committed to big business, which believew that the seabed is its newest chance to accumulate unlimited wealth. Ideas of 'global revenue sharing', stipulated in the LST, and the formation of a trans-national mining company to compete with private commercial companies, are 'crazy' and 'dangerous' concepts because they will limit the companies' chances of plunder.

During the last year major western nations (U.S., Britain, France, W.Germany, etc.,) have rushed 'national' legislations through their parliaments allowing their governments to regulate and license exploration and commercial recovery of hard minerals from the ocean floor by their own citizens. Even the Russians passed a similar law last April.

After the miscarried conference in New York (March 1981), another session was held in Geneva (August 1981), but the Reagan administration failed to come forward with concrete proposals. New U.S demands (mainly 'free and continuous access' to the seabed wealth, abolition of the production limits and a guaranteed seat for the U.S. with veto powers, on the executive of the International Seabed Authority (ISA)) provoked heated arguments in the conference. Most of the delegations of the 160 States were convinced that the new American 'thoughts' could not be accommodated without unravelling the whole draft treaty, the formulation of which had taken eight years of compromise and negotiation. The American delegation clearly threatened that the U.S. would flout the

LST if its 'thoughts' were not accommodated, because the U.S. Senate would not ratify it. The main area affected by U.S. re-thinking was about the arrangements governing the mining of manganese nodules, rich in cobalt, copper and nickel, which lie on the deep seabed and are estimated to be worth 'trillions of dollars'. The production limits were stipulated to safeguard the interests of the land-based producers of these minerals.

The Americans pulled out of the conference in Geneva last year, but returned to the New York session this year with the same demands. The overwhelming majority of the delegations refused to bow to U.S. pressure, and decided to go ahead with the draft that had taken nine years to prepare, with or without the U.S.

The LST regulates almost every human activity upon and beneath the oceans. It covers not only seabed mining, but also marine navigation, sovereign rights over continental shelves, and sea pollution control. The LST provides all coastal countries (in addition to the 12 miles full sovereign power) a 200 mile exclusive economic zone in which they can control fish and other resources. Ships are allowed to pass through and planes to fly over a country's territorial waters. Land-locked countries are ensured rights of access to and from the sea. Naval vessels are permitted to pass through strategic straits such as Gibraltar and Hormuz. The LST also provides for an 'International Seabed Authority' (ISA) which will control all seabed mining, including its own, through an organization called 'Enterprise' (to be based at Jamaica) on behalf of all countries of the world. Private mining companies will be obliged to share their technology with the ISA at a fair price, and would have to allow half of their sites to be exploited by the ISA. Royalties are to be shared by all countries, including the land-locked ones. The general policies of the ISA will be fixed by an assembly of all member-states, but the real power will reside in a 36 member executive council. The U.S. having been unable to secure a permanent seat with veto powers on this executive, now seeks a sufficient majority of western and pro-American countries to ensure the blockade of any action by the ISA unacceptable to western big business.

The so-called 'like-minded' western States (including the USSR), led by the U.S., are already planning to bypass the LST. They are seeking to conclude a 'mini-treaty', to be called the 'Reciprocating States' Agreement' which will 'harmonize' the 'national' legislations these States have passed on the subject during the last year. This seems inevitable, given the present belligerent mood in western capitals.

All mankind will be defenseless against this piracy by a handful of militarily-strong countries out for the biggest carve-up of the earth's resources since the scramble by the European powers for black Africa in the second half of the nineteenth century. Whole oceans will be effectively staked out by a handful of superpowers to plunder the untapped storehouse of strategic metals that lie on the deep-seabed. Six consortia have already been formed to exploit the ocean wealth; most are led by giant American companies.

The LST is a real test of the drive by the world's overwhelming majority for an equitable 'new economic order'. Its failure will demonstrate again that — behind the beautiful phrases of 'aid', 'development', 'co-operation', 'inter-dependence', 'North-South dialogue', — the brutal concept of 'might is right' still rules. The U.N. will be shown again to be an instrument of the superpowers to keep weaker States busy in futile polemics.

The LST is expected to come into effect in two or three years' time, when at least 60 countries ratify the treaty. Flouted by the superpowers, it will be 'mere ink on paper'.

Muslimedia, London 1982

CSO: 5200/5312

SENEGAL

GOVERNMENT ATTEMPTS TO REVIVE FISHING INDUSTRY

Dakar LE SOLEIL in French 22 Apr 82 p 2

[Article by Abdallah Faye: "Maritime Credit: 650 Million Already Granted"]

[Text] Six projects totalling Fr 1.45 billion of investment have just been approved by the board of directors of the Senegalese Financial Company for the Development of Industry and Tourism (SOFISEDIT) which administers maritime credit, established by the government one year ago to breath new life into the fishing sector.

The contribution of maritime credit amounts to some Fr 650 million, or approximately 43 percent of the investment cost of these six projects.

Established in February of last year at the government's request, maritime credit initially totalling Fr 1.57 billion began its initial action last April, with the approval by SOFESEDIT of the following first two projects: the SURGEL Dakar and Ribero Companies. It was supposed to have kept moving by its own momentum to approve others.

The government's concern, in instituting this maritime credit was to endow itself with a tool for effective intervention in the profit of the fishing sector and of the economic operators developing in it.

Revival

Indeed, the government attaches a great deal of importance to the revival of fishing, which of necessity is undergoing the renovation of equipment and the setting up of infrastructures for processing and valorization of fishing products.

The maritime credit thus established will try to realize these objectives by giving assistance to nationals in order to complement that granted by the banking sector and the institutions established by the government in the past. Senegalese individuals and legal entitles may benefit from maritime credit.

The project must also be viable and fit into the government's orientations and objectives, within the scope of the action plan for fishing. The object is to promote a dynamic and profitable fishing sector.

Finally, the project submitted for SOFISEDIT's approval must deal with industrial fishing. In this respect, it should be indicated that there is special credit for small-scale fishing, administered by the Center for Assistance and Motorization of Canoes (CAMP).

Finally, through the expedient of Marine Credit, it is necessary to have an adequately equipped fleet which would make Senegal independent in the fishing sector with gradual discontinuance of fishing agreements. For the present, as the secretary of state for fishing explained, it would be an enormous loss to want to discontinue such agreements.

In any event, the state is doing the maximum to increase the financing of maritime credit in order to make it more effective. First there is a Fr 18 billion financing agreement which will be signed shortly with Mexico and which will be totally reassigned to SOFISEDIT in order to supply maritime credit. Next there is the benefit of the Spanish boat operation. The state, it will be remembered, had re-purchased Spanish boats which it reassigned to private individuals who were to reimburse it. For some time they have ceased paying, and the state is going to give them a new impetus to fulfill their obligations.

Henceforth, they will no longer pay the state directly, but SOFISEDIT, to whom these arrears have been reassigned to permit it to increase its means with a view to financing maritime credit. But while maritime credit is functioning quite well, on the other hand operating credit is having a few problems.

Lost Opportunity

Short-term credit enables shipowners to meet the necessary expenses for going to sea. The problem is that once returned ashore with their catches, they were immobilized for a rather long period, the time to market their production in order to possess the necessary money for refueling their ships. This could last between 60 to 90 days, and this period constitutes a lost opportunity to do business.

Neither the secretary of state for fishing nor the director general of SOFISEDIT has lost sight of this particularly important problem. The latter institution is in the process of conducting studies in order to adjust the instrument in order to make it truly operational.

For Robert Sagna, the working capital problem is a basic problem, because fishing boat skippers have even been seen to sell their cargos at sea in order to meet their expenses. Others were selling off the fish dirt cheap. It was necessary to react. But how?

By helping the true fishing professionals, who have given up everything to fish exclusively. Those who have built plants and are turning toward exportation. Because exportation is governed by rigid laws, it is necessary always to be in a position to meet demand and within the time allowed. This operating credit will start off as soon as possible, assures Mr Amath Samb, director-general of SOFISEDIT, because there is an urgent need for it. Up to the present, the economic operators developing in the fishing sector have been solving their problems with their customary partners, i.e., the commercial banks.

Once operating credit has been set up, the clients' account will be domiciled at SOFISEDIT in order to facilitate operations.

Initially, SOFISEDIT will loan the banks the financing necessary for operating credit while waiting to take over after the necessary reorganization of its structure.

Specially equipped for short- and long-term credits, it has to organize itself in terms of personnel and logistics as well as different financial resources in order to be able to set up commercial credit gradually. "If commercial credit is set up this year, we will take over during the next fiscal year," Samb promises. He hopes that this credit will succeed in being syndicated as is the case in the agricultural field.

And then, fishing is included in Rural Credit, the establishment of which has just been announced. Semi-industrial and small-scale fishing will be solely affected by this credit, Robert Sagna specified, industrial fishing belonging to SOFISEDIT's exclusive domain.

On the whole, according to him, what should be remembered is that SOFISEDIT has set up maritime credit quite rapidly, and its organization still remains to be perfected, among other things by recruiting personnel to manage it.

Investments

The future of fishing in Senegal depends in large part on investments. While on the level of the tourist sector, investments are bound to be surprising, the same will not be true of the fishing sector, where they must, however, continue.

The example of Japan is instructive in this respect. The leading world producer of fish with 10.752 million tons annually, this country is still continuing to invest in the sector. Because it has understood that if it failed to do so, its entire fleet would disappear. That is what happened to the Ivory Coast, whose fleet is virtually nonexistent. Witness the fact that the seven licenses granted to it by Senegal within the framework of the fishing agreement have not been utilized up to the present.

And once one knows that the total value of fishing to Senegal is some Fr 120 billion annually; that our country is the second leading producer of fish (345,000 tons) in Africa after Nigeria and the second largest consumer of fish in the world with 43 kilograms per capita per year; and that of the 70 million tons caught worldwide, 60 percent comes from the African coasts, he better perceives the urgency of breathing new life into a truly vital sector which needs to be revitalized. And it is to be hoped that it will be a long time before maritime credit is exhausted.

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TURKEY

BRIEFS

ADMIRAL TUMER DISCUSSES EXPLOITATION--Ankara, 24 Jun (AA)--Commander of the Navy Adm Nejat Tumer has said that Turkey is obliged and "determined to exploit the seas surrounding her under the principles of equity." In a message to the 1982 conference of navigation, hydrography and oceanography services, coordinated by the navy, which met in Istanbul Wednesday, Admiral Tumer said it was necessary to conduct physical, chemical, biological, geological, geophysical and meteorological surveys in the seas in order to get to know all aspects of the surrounding seas. All cruises by research vessels conducted for this purpose would be "a manifestation of our determination to protect our rights and interests in the seas," Tumer added. [Text]
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